G. WRIGHT.

Thill-Coupling.

No. 160,738. Patented March 9, 1875.

Fig 3

Fig 1

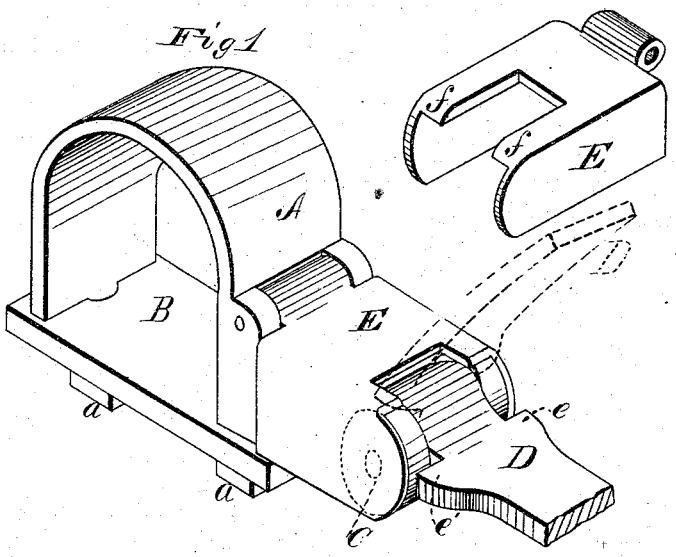
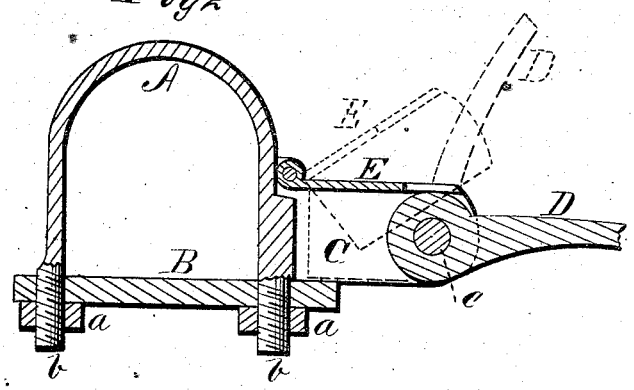


Fig 2



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UNITED STATES PATENT OFFICE.

GEORGE WRIGHT, OF OLD POINT COMFORT, VIRGINIA.

IMPROVEMENT IN THILL-COUPLINGS.

Specification forming part of Letters Patent No. **160,738**, dated March 9, 1875; application filed February 10, 1875.

To all whom it may concern:

Be it known that I, GEORGE WRIGHT, of Old Point Comfort, Virginia, have invented an Improved Shaft-Coupling for Vehicles, of which the following is a specification:

The object of my invention is to render more secure that class of inventions known as shaft-couplings for vehicles, or as shackles.

In the drawings, Figure 1 is perspective view of my improvement in shaft-couplings or shackles for vehicles, including all the features thereof.

A is the stirrup or clip, which embraces the axle-tree, and is kept in place by base-plate B and nuts *a a* underneath, operating upon screw-arms *b b* (see Fig. 2) of the stirrup A. Connected with A are two ears, C, extending forward, by which to unite the clip A to the shaft-iron D, which is secured to the shaft by screws, or by any other desirable mechanical means. This connection between iron D and ears C is made by means of bolt or pin *c*, within and passing the ears C, and this bolt is secured in place by means of a hinged safety-cap, E, (see the several figures,) secured to the clip A, and passing over ears C and bolts *c* to prevent its coming out.

Fig. 2 shows a section of Fig. 1. The shaft-iron D is in a position showing the shafts down. The dotted lines D′ show them elevated in the process of attaching the animal thereto.

E, Fig. 3, is a perspective view of the locking-cap shown in Fig. 2, dotted lines, raised in order to take out the connecting-bolt *c*—this cap E to perform its useful function, so as to be kept in place, and not permit the bolt *c* to get out, which is the primary object of my invention, so as to guard against accidents, (so common,) because of nuts working off and bolts coming out, shafts falling down against horses' legs, leading to runaways, loss of life, or breakage of limbs, this cap must be secured or locked. For this purpose the end of connecting-iron D has two projecting shoulders, *e′*, (see Fig. 1,) which, when said iron D is put in its proper position, as seen in Figs. 1 and 2, D′, dotted lines, the horse or other animal supposed to be in harness within the shafts, the shoulders *e′* of D go over the forward top flanged ends *f* of E, and hold them down; and if an animal runs away, or not, the bolt *c* cannot be unloosed, thus preventing the shafts from falling down.

I claim as my invention as follows:

1. The combination, in a thill-coupling, of a locking-cap having flanges *f f* with a shaft-iron having projections *e e′*, for locking the same, substantially as set forth.

2. The combination of clip A and hinged metal cap E, provided with recessed side pieces for retaining the bolt, with shaft-iron D, having projections *e e′* to lock the cap when said iron is raised, all substantially as set forth.

GEORGE WRIGHT.

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